

MOTOR RACING

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44 July 11-18, 1958

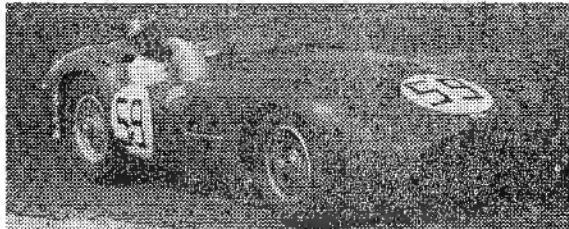
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Musso Killed

REIMS, France, July 6.—Luigi Musso, who became Italy's No. 1 road racing driver with the death last year of Eugenio Castellotti, was killed here today in the French GP.

His Ferrari crashed on the 10th lap of the race, won by Mike Hawthorn of England, who also drove a Ferrari.

(See Page 1 for Reims results.)



George Woods

BOB OKER STREAKS TO VICTORY
Aston Martin 1st at Riverside

Big SCCA Ban Lifted—Page 1



Von Neumann Winner—Page 1



Hawthorn at Reims—Page 1



Holmes in RRR Win—Page 1



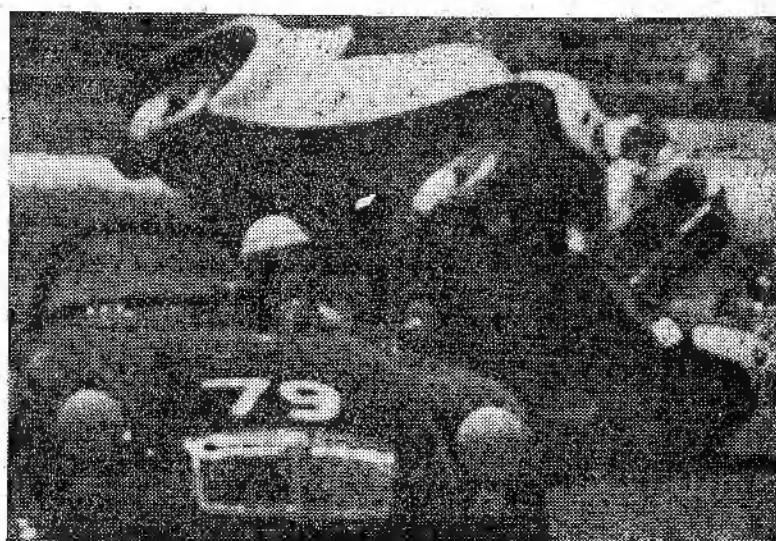
Rathmann at Monza—Page 3



Racing Charts—Page 4



Rally News—Page 5



MOTORRACING Photo

HOW AN MG FLIPS—Yes, this MGTD did go over June 28 at Riverside Raceway's turn 6. Driver Ken Roehr, of Burbank, was saved by rollbar, walking away with only facial cuts. The MGA in the foreground, driven by Vernon Stephan, is in 4-wheel drift. It was a non-finisher.

Oker Riverside Victor in Aston Martin

By W. R. C. SHEDENHELM
MOTORRACING Staff Correspondent

RIVERSIDE, Calif., June 29.—Twenty-nine-year-old Bob Oker, Whittier machinist, took Joe Lubin's factory Aston Martin through the traps at over 160mph today to finish a mile ahead of the Ferrari Testa Rossa of Richie Ginther and almost

Charts—Page 4

two miles ahead of third place John von Neumann.

Next in the over-1500cc main

event for modifieds at Riverside International Raceway were Ken Miles, Talbot-Lago, and William de Creeft, Aston Martin. The field was one of the lowest in (Continued on Page 4, Col. 3)



MOTORRACING Photo

NUFFIELD TROPHY is presented by John W. Thornley, right, to Fred Sander, president of Long Beach MG Club, judged outstanding in 1957 activities by parent club in England. Story, other photo on Page 1.

Rally Coverage Lauded

MOTORRACING's policy of devoting a full page to rally news, standings and photos is proving more popular with each issue.

High praise continues to pour in for the excellent coverage by MOTORRACING's star husband-wife rally-writing team, Duane and Jerrie Sparks. Today's rally news is on Page 5.

Watch the next issue for details of the projected 3200-Mi. American Intl. Rally, Nov. 4-5-6-7, from 6 U. S. cities, Canada and Mexico, ending in Los Angeles. Envisioned is a \$40,000 prize list, with \$12,000 for 1st. Entry fee is \$250. Organizers, including George Holland and Allen Guiberson, are now in process of incorporating.

SCCA Nat'l in Mass Suspensions

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George Woods

IT'S ANDY PORTERFIELD LEADING IN CORVETTE AT RIVERSIDE
Richie Ginther (2nd here) Won Production Race in Ferrari Coupe

Von Neumann, McAfee Post Triumphs at Vaca Valley

BY TOM WILSON

MOTORACING Staff Correspondent

DIXON, Calif., July 6 — The First Annual Vaca Valley Road Races, sponsored by the San Francisco Region of the SCCA, were run off in expert style during the July Fourth weekend. With a

minimum of accidents, the 160-car field toured through the 11 race program and the drivers pronounced the new course a very safe, but sporting, addition to the Western racing scene.

Jack McAfee and John von Neumann continued their winning ways and walked off with the twin main events. McAfee, who had old 88, Stan Sugarman's RS Porsche, ran off and hid from the field in the under 1600cc, 73.5 mile main event. Jack lapped the entire field twice, with the exception of Eldon Beagle who managed to hang

Bravo! Bravo!

Quite an august body in Europe and considered very rooteeyoot is the Guild of Motoring Writers.

Which is by way of saying that MOTORACING's Continental Correspondent, Henry N. Manney III, who divides his time between Switzerland and England, recently was elected to membership.

Bravo!

Shelton Site of Seafair Aug. 2-3

SEATTLE, July 7 — The Northwest Region of SCCA announces the 1958 Seafair Sports Car Races will be held August 2-3 at Shelton, Washington.

The course is three miles per lap including fast bends, sharp turns, and long and short straights. Big modifieds lap in just under two minutes. This race will count for Pacific Coast SCCA points.

Charts—Page 4

onto Jack's wake and take the place trophy on the same lap. Jack West continued his consistent driving and finished third overall and in Class F.

With six Mark II Lotuses entered, the class G race was a tough struggle, but Paul Nau continued his trophy collecting and led Pierre Philips and Stan Peterson across the line. Bill Wood got back into the groove and led the Class H machines with the DB Panhard. Bill Stew-

(Continued on Page 4, Cols. 1-2)

Holmes Triple-R Victor

SANTA ANA, Calif., July 4 — In a 25-lap main event where his lead was never seriously threatened, Elgin Holmes boomed his 5-liter Williams Special through the 9 turns of the Orange County Fairgrounds 1.9-mile circuit for the checkered flag. An equally uncontested 2nd spot was taken by John Masterson in another modified roadster. Third overall among production and modified cars over 1600cc was Jack Bates in a stock 1958 Corvette.

The 25-lap semi-main saw TV's Bill Leyden drive the ex-Ernie McAfee OSCA to a win, followed by Bart Haskell on the ex-Ken Miles MG Special.

The benefit "Race for Lives" was sponsored by City of Hope in cooperation with Triple-R, pro-

fessional sports car racing organization. Some 1500 fans witnessed the race program.

Race 1—Novice. 10 laps. 1. Rich Shipley, Corvette; 2. Geo. Wheatcroft, Kurtis; 3. Doc Edinger, Corvette. Race 2—Women's. 6 laps. Time: 11:45.1. 1. Hildreth Hoppe, Corvette; 2. Barbara Scott, MGA; 3. Kay Furcho, Jag XK140. 4. Billie Jones, Citroen ID-19. Race 3—Sedans. 6 laps. Time: 12:01. 1. Al Caudetec, Volvo; 2. Bill Jones, Citroen ID-19; 3. Ralph Shafer, Volvo. Race 4—Prod. under 1600cc. 10 laps. Time: 18:50. 1. Hanis Travers, Alfa; 2. John Cooper, Alfa; 3. Jim Nieland, MGA. Race 5—Prod. over 1800cc. 10 laps. Time: 16:46.02. 1. Jack Bates, Corvette; 2. Bob Kudler, Jag XK 140; 3. Bob Ray, Corvette. Race 6—Mod., all classes. 10 laps. 1. Elgin Holmes, Williams Special; 2. Hal Dolden, Special; 3. John Masterson, Special. Race 7—Semi-Main, under 1600cc prod. & mod. 25 laps. Time: 39:04.1. 1. Bill Leyden, OSCA; 2. Bart Haskell, MG Special; 3. Hanis Travers, Alfa. Race 8—Main, over 1600cc prod. and mod. 25 laps. 1. Elgin Holmes, Williams Special; 2. John Masterson, Special; 3. Jack Bates, Corvette.

RENO, July 7 — The 1st Annual Nevada Grand Prix Sports Car Road Races will be held August 2-3 at the Minden-Gardnerville Airport, about 45 miles south of Reno. The weekend of racing is being held by the San Francisco Region of SCCA, and the Nevada Sports Car Racing Club.

The Minden Airport course, with 4.3 miles of paved landing strips and service roads, should prove one of the fastest on the West Coast. For entry blanks contact the SCCA, 2001 Van Ness Ave., San Francisco or phone OR 3-4588.

CONCOURS AT BLARNEY CASTLE
The 4th Annual Sports and Race Car Festival will be held at the Blarney Castle Restaurant, 623 So. Western, Sunday, July 13. This concours will feature over one million dollars worth of American and foreign machinery, including Bud Cohn's \$20,000 Mercedes Benz 340K and European Grand Prix cars.

SOME BANS LIFTED BY M'AFEE TEMPORARILY

Mass suspension of SCCA drivers by the National Contest Board in Westport, Conn., created a sensation last week, and equally as surprising was the lifting of the ban of four drivers, three of whom competed at Vaca Valley, by Jack McAfee, National vice-president and member of the Contest Board.

Suspended for one year for failure to declare their intentions to run as amateurs at Sebring last March were:

Phil Hill, Jay Chamberlain, Lewis Rappoport, Carroll Shelby, Bruce Kessler, Alan R. Patterson, David Cunningham, William D. Helburn and John von Neumann.

For the same infraction, the following were declared ineligible to hold an SCCA competition license for one year from last March 22:

Mrs. Isabelle Haskell, de Tomasi, Roy Jackson-Moore, G. C. Rainville, E. Pfaff, Master Gregory, Ruth Levy and Jan de Vroom.

John M. Bishop, secretary of the CB, explained that last June 13 each case was considered individually and the following were suspended for three months and placed on nine months probation:

Templeton Brings, Harry Fry, Jr., Richie Ginther, Arthur Tweedale, Frank Bott, W. A. Lott, E. D. Martin, Fred Fuller, Duncan Furlong, Richard Toland and Sam Weiss.

The board said probation meant "that the driving of the persons concerned will be closely observed, and any reported infractions will be brought before the Contest Board."

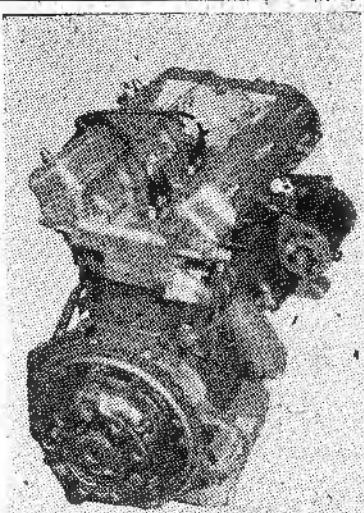
Nobody could fathom the relation between failure to declare a driver's amateur intentions and driving infractions.

PILOTS CLEARED

Since June 13, Bishop said, Weiss, Jackson-Moore, Lott and Cunningham furnished information which cleared them, returning their amateur status.

Bishop added: "The board also felt that in certain cases there were some extenuating circumstances and therefore penalties were less severe."

McAfee lifted the bans completely on von Neumann, Ginther, Weiss and Jackson-Moore, the first three racing at the Vaca Valley SCCA races last weekend. He said this was a temporary action, pending a meeting July 12 in New York of National officers and the Contest Board.



HERE'S THE twin overhead cam-shaft engine for the new "MGA Twin Cam." It has been bored out to 1589cc. Mill develops 97bhp at 5000rpm and 108bhp at 6700rpm. Maximum speed is 120mph (allegedly). The new car does not replace the MGA.

Long Beach MG Club Awarded Nuffield Trophy

(Other Photo Cover Page)

John W. Thornley, general manager of the MG Car Co. and general chairman of the MG Car Club of England presented the 1957 Nuffield Trophy to the Long Beach MG Club at special banquet June 27. The trophy is awarded the MG Car club in the U.S. which is judged by officials of the parent organization in England to have been the most outstanding in its activities during the year. President Fred Sander received the trophy. The Long Beach club won it in 1954, the first year which it was awarded.

Thornley told about the new d.o.c. MG which will soon be on the market. This competition model is reminiscent of great days of MG racing, from 1928 to 1935, when the likes of Tazio Nuvolari drove MGs in competition.

OLD HOME SEMANA

Old Home Week at Monte Carlo recently—Henry N. Manney III, Adolph Deutsch, J. Stanley Mullin, Dr. Edward Boyd, Bob Nitske, Jack Ingram.

Vignettes

By Gus V. Vignolle

THE SPORTS PAGE OPENS AND EVERYBODY IS THERE

"A feast is made for laughter, and wine maketh merry: but money answereth all things."—ECCLESIASTES 10:19.

BROTHER, THEY HAD a real gasser the other night at the new Sports Page on La Cienega's Restaurant Row.

Before the official opening, they had a testimonial soiree for Al Santoro, manager of this terrific new place. More than 2000 of his friends were in at some time during the evening to wish Al nothing but the best.

Only reason there weren't more people is that they bolted the new Paul Cummins spot at 2 a.m. This observer, of course, was in the kip long before that.

For more than three decades Al Santoro was a sports editor up in Oakland and at the L.A. Examiner. The way the place was humming you'd think everyone he ever knew was there.

The Sports Page now shares the limelight with the Grand Prix for the sporting trade. It is to L.A. what Toots Schor's is to N.Y.

Notables Galore at Sports Page

They have a number of excellent sports exhibits all around, plus impressive Permaplaques of the sports pages of leading newspapers throughout the U.S.

And right at the center of one wall, near a Boroni wheel and Ferrari steering wheel, in glistening Permaplaque, is a recent front page of MOTORACING.

Lots of notables on hand... Ralph and Nancy Kiner, John and Ailene Weissmueller, Johnny Longden, Leo Newman, Sam Hanks.

(Continued on Page 3, Cols. 1-2)

Slightly Modified

BY W. R. C. SHEDENHELM

SEE, THAT NEW ruling about not bringing any beer into the Riverside Raceway sure could be rough on some people. Luckily we only had cans of fig juice in our ice chest. Two six packs of it. Now we not only have to elude the officials in the pits, but the ones in the spectator area as well. We can see a red hot market for pads of beer can-sized fruit juice labels. Riverside will have the healthiest looking bunch of sports car fans in the world.

MORE MILES

This time we played it smart and didn't congratulate Ken Miles on taking third place on Saturday. We're not as dumb as we look. (That doesn't sound right, somehow.) Anyway, we didn't do it.

ARMY SCENE

How about if Lance Reventlow gets drafted, now that he's 21 and 1A? Just close those red little pig eyes and imagine the scene. A brigadier general has just given Lance a chewing out for leaving his money scattered all over the barracks floor and making things look messy.

REVENTLOW: Now see here, general . . . don't you get smart with me or I'll buy this Army and toss you out on your boozoo!

FIVE-HUNDRED PROBLEMS

Tom Wilson, who is not exactly the patron of the 500cc Club, erred when he claimed that the



SHEDENHELM

alcohol used by the 500s is drinking stuff. That's ethyl alcohol you're thinking of, Dr. Wilson, sir. The 500s and the old Formulas I and II use methyl alcohol. That's not for drinking. Old W.R.C. KNOWS. We were wrong, though, when we claimed that the officials at Laguna Seca had expected the cars to run on denatured rubbing alcohol. It wasn't anything as ridiculous as that. What the 500s were expected to use for fuel was denatured cleaning solvent type alcohol.

BULLY, MAX

In the pits, Saturday, after Richie Ginther came in with all side of the Testa Rossa all bashed in, having been clobbered by the Balchowsky Special:

RICHIE: Why does he have to hit ME all the time?

WRCS: Did he apologize after he did it?

RICHIE: Well, yes, he DID apologize, but why can't he pick on somebody his own size for a change?

SIGNS OF SOMETHING

Painted inside the nose of the Scarab: "Looking for Bruce."

Off the rear of ex-Porsche driver Johnny Porter's Chrysler station wagon: CHRYSCHE.

NASAL MANEUVERS

How about that driver who claimed that he was suffering from nasopharyngitis all last weekend? Kept spraying his throat every few minutes. Even on the starting grid. As we were suffering from a touch of the croup ourself, we tried the atomizer when he wasn't looking. Wowee! Straight vodka.

Pacific Coast Race Standings

Latest Pacific Coast sports car racing point standings include all races except last week's Vacav Valley event. There were no changes among leaders since the last issue.

Races so far in '58 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca and Riverside. Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequalities.

PACIFIC COAST POINT STANDINGS

Compiled by ERIC HAUSER

MODIFIED OVER-1500CC

1. Richie Ginther Ferrari 57
2. John von Neumann Ferrari 38
3. Bob Oker Aston-Martin 25
4. Lance Reventlow Scarab 21
5. Max Balchowsky Buick 19
6. Dan Gurney Ferrari 18
7. Sam Weiss Ferrari 12
8. Carroll Shelby Maserati 11
9. Jack McAfee Porsche 10
10. Charles Howard Maserati 10

WOMEN'S COMPETITION

1. Linda Scott

2. Barbara Windhorst

3. Betty Shutes

4. Marlon Lowe

5. Josie McLoughlin

6. Charlotte Duncan

7. Prudence Baxter

8. Shelby Hunsinger

9. Mary McGee

10. Corvette

11. Ferrari

12. Lotus

13. Cooper

14. Porsche

15. Lotus

16. Cooper

17. Porsche

18. Lotus

19. Cooper

20. Corvette

21. Ferrari

22. Corvette

23. Ferrari

24. Morgan

25. AC Bristol

26. Corvette

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Vignettes

By Gus V. Vignolle

THE SPORTS PAGE OPENS
AND EVERYBODY IS THERE

(Continued From Page 1)

Dorothy Poynton, Foghorn Murphy, Benny Miller, Frank Crowley, Fred Kimball, Gene Coughlin, Jimmy McLarnin, Carl Zamlock, Herb Cronbach, Xavier Yancee and

Angus Grilk, Michael Cotza, Ramon San Remo, Flavio St. Germain, Jason Tenweather, Gordon Currie, Gideon Feeyett, John Malone, Manuel M. Medina, Ancil S. Simon, Ramon Sixta and others too numerous to mention.

They tossed around a lot of things, for instance that:

John von Neumann will race his Ferrari Testa Rossa at Gardena Stadium the 26th. Most thought he wouldn't on that small oval, but John says the suspension is ideally suited for it.

Bill Shedenhelm's report that the only serious injuries at the



MOTORACING Photo
GERI FLEMING, center, president of the Lance Reventlow Fan Club, presents the driver with a painting of his Chevy-Scarab at Riverside races. At right is Dusty Brandel, another officer of the club.

Triple-R races 4th of July were suffered by one woman who fell out of an outhouse and sprained her ankle, and by a driver, in the pits, who laughed so hard when he heard this that he let his car slip off its trailer and suffered a broken foot.

Robert Daley's comment in the N.Y. Times over the storm and strife that came off at Monza recently. First Keith and Roger Ward and later Ray Crawford and Jim Reece boxed Stirling Moss for several laps. Moss couldn't pass at all.

Daley reported Moss was baffled at first, then blew up angrily, shaking his fist at the Americans. Then this quote:

"During one intermission, Phil Hill said to Ward: 'I'm faster than you are, Roger, but at the only spot where it's safe to pass, you cut me off.'

Those Guys 'Fight for Their \$'

"Ward replied: 'We are not sporting drivers. We don't wave people past like gentlemen. We have to fight for our money'."

There, Mac, you have the American attitude (Indy type) to European driving!

Three comments sent to this writer on the Lance Reventlow Fan Club, along with membership blanks: 1. I felt you should know; 2. I think I'm going to be sick; 3. How do you like these apples? Personally, I'm gonna sign up with the Disorganized Admirers of Jean Pierre Kunstler Fan Club and the Dan Gurney Chapter of the Disorganized Admirers Fan Club. The officers of these noble units, of course, are Alvida Lans, Blanche Baker and "Jaguar" Jane Moore.

And nobody knew Mike Hamilton could handle that rod and reel until they related how, recently, at La Paz all by herself (allegedly, assertedly and purportedly) she brought in a 130-lb. marlin.

And they kept wondering whether the Nassau deal with SCCA will ever be settled . . . and George Cary, the BevHills bon vivant and sports car racing impresario, tying the nuptial knot with his ex-wife, Eleanor (Sis) Frothingham Cary, mother of their son Tony, 14. Wedding was at Ensenada, Mexico. They'll make their home at Santa Barbara for the summer, then to Beverly Hills.

Sharp Drop in CSCC Entries

Nacho Lozano's comment: "I should have gotten this boat five years ago." . . . Bill Devin, the noted body (sports cars) builder, is in Europe. Some important notes on him in the next issue. . . . Lowest entries (110) in a long time for CSCC at Riverside—recession (no \$15 entry fee) and course too long for the little cars. . . . Anne and Johnny Williamson of Williamson Motors on a vacation to the Caribbean countries. . . . Gordon Currie's rejoinder that you can now join Crackpots Anonymous in Hollywood. . . . And they're still talking about all the Jesse Jameses at the Laguna Seca races, plus the cops pinching John Q. like mad (Tom Wilson musta got nailed). . . . And much, much talk about the SCCA banning everyone and his brudder, lifting the bans, reconsidering the bans, ad infinitum.

And the rejoinder overheard on leaving the Sports Page much too early: "Sorry, no sneezewood!"

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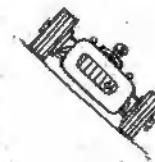
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Rathmann At Monza; 166 Avg.!

MONZA, Italy, June 29. — Jim Rathmann, Miami, averaged 166.788 mph here today to win the 500-mile U.S. vs. Europe race, which was run in three 166-mile heats.

He drove a Zink Leader Spl. and won all heats in total elapsed time of 2:59:37.3.

Jimmy Bryan, last year's winner, was 2nd. He was 2nd, 3rd and 2nd in the three heats. Third were Luigi Musso, Mike Hawthorn and Phil Hill, 4-liter GP-type Ferrari; 4. Ray Crawford, Méguire Mirror Glaze Spl.; 5. Jim Reece, Hoyt Spl.

Six out of the 19 cars finished. Ivor Bueb was 9th in a Jaguar. Juan Manuel Fangio drove the Dean Van Lines Spl. but was forced out on the 2nd lap of the 3rd heat. He didn't race the 1st two heats because of blown pistons.

Stirling Moss, Maserati Eldorado, grazed the rail on the 40th lap of the last heat and was forced out. He seemed certain of 3rd at the time.

1. Jim Rathman, Miami, Zink Leader Card Special, 2:59:37.3 average speed 166.788 mph (189 laps); 2. Jimmy Bryan, Phoenix, Arizona, Belton Special, 3:01:09.6 (189 laps); 3. Phil Hill, Santa Monica, Calif., Mike Hawthorn, Britain, and Luigi Musso, Italy, Ferrari, 3:01:00 (180 laps); 4. Ray Crawford, Pasadena, Calif., Méguire Mirror Glaze Special, 3:01:26.4 (178 laps); 5. Jimmy Reece, Speedway, Ind., Hoyt Machine Special, 3:01:50.2 (178 laps); 6. A. J. Foyt, Houston and Maurice Trintignant, France, Scavini and Amos Special, 2:55:58.8 (175 laps); 7. Stirling Moss, Britain, Maserati Eldorado, 2:40:59.2 (164 laps); 8. Bob Veith, Oakland, Calif., Bowers Seal Fast Special, 2:27:23.0 (153 laps); 9. Ivor Bueb, Britain, Jaguar 3,800 cc 3:01:25.8 (148 laps); 10. Troy Ruttman, La Mirada, Calif., Agajanian Special, 2:12:07.9 (135 laps); 11. Jack Fairman, Britain, Jaguar, 2:00:08.1 (114 laps); 12. Master Gregory, Kansas City, Jaguar, 2:00:11.1 (99 laps); 13. Harry Schell, Paris, Ferrari-Chinetti, 1:18:32.2 (71 laps); 14. Johnny Thompson, Center Valley, Pa., D-A Lubricant Special, 1:05:25.8 (65 laps).

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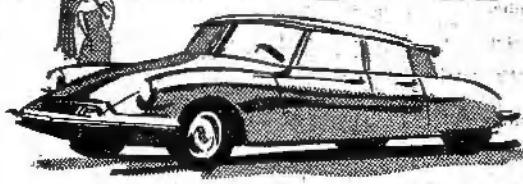
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Riverside Race Charts

California Sports Car Club, 2nd running Riverside Road Race Course—2.75 miles. Data on non-finishers by MYRA JONES. JUNE 29

RACE 8—Production under 1500cc. Time 38:01. Laps 15. Fastest recorded lap: No. 200—2:27. Avg. 77.45 Miles 49.125.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	CLASS POSITION
1	200	0	Dickey, Donald	Porsche Carrera	F
2	72	29	Moore, Jimmy	Porsche GT Carrera	2
3	18	40	Michelmore, DD	Porsche Spd Car GT	3
4	7	143	Snyder, Arthur	Porsche Carrera GT	4
5	115	160	Althous, Frank	Alfa Romeo Veloce	5
6	194	114	Crank, Jim	Alfa Romeo	6
7	128	34	Surlock, Robt.	MGA	7
8	67	62	Forbes-Robinson	MGA	8
9	63	72	West, Willie	Alfa Romeo Veloce	9
10	120	2L28	Bythinger, Klaus	Alfa Romeo Veloce	10
11	64	43	Quint, Richard	MGA	11
12	237	62	Taylor, Sam	MGMKII	12*
13	100	73	Greycloud, Art	MGA	13
14	61	83	Carter, Phil	MGTD	14*
15	101	122	Bleak, Jack	MGTF	15*
16	0	4L32	Honeker, Jim	MGTF	16*

*Under 1300cc MGs.

Did not finish—4 Mark Sanders, MGA; 15 Harold Greenberg, MGA; 22 Charles Berg, MGA; 89 Ray Pickering, MGA, lost valve.

RACE 9—Production over 1500cc. Time 36:40. Laps 15. Fastest recorded lap: No. 171—2:22.2. Avg. 80.4 Miles 49.125.

Pos.	Car No.	Sec. Behind	Driver	Make	CLASS POSITION
1	171	0	Ginther, Richie	Ferrari	B
2	283	17	Porterfield, Andy	Corvette	D
3	36	19	Settember, Tony	Corvette	E
4	186	45	Dickson, Bob	Corvette	3
5	163	63	Breskovich, Jack	A/H	2
6	28	100	Love, Bill	A C Bristol	1
7	132	105	Hoffman, Bob	Corvette	4
8	37	122	Grant, Fred	Corvette	5
9	30	132	Gaskins, Bill	Corvette	6
10	10	134	Beal, Carlton	Merc. 300SL	3
11	164	156	Windhorst, Bob	A/H	4
12	35	1L25	Burbridge, John	Corvette	7
13	31	33	Bucknum, Roanle	Porsche Spd	2
14	17	108	Fouch, Jim	A C Bristol	3
15	94	158	Young, Bob	A/H	5
16	252	161	Coffin, James	A/H	6
17	47	2L32	Drew, Earl	A/H	7
18	99	3L19	Hively, Geo.	A/H	8

Did not finish—2 Max Gordon, AH, flipped on turn 4, extensive car damage, driver OK; 28 Ted Cooper, AH; 41 Scott Briley, Corvette, broken piston; 86 Trenor Stanley, Corvette, engine trouble (?); 147 Bill Klingensmith, AC Bristol; 193 Paul Cote, AC Bristol, broken axle.

RACE 10—Modified under 1500cc. Time 57:08. Laps 25. Fastest recorded lap: No. 88—2:14.4. Avg. 86.1 Miles 81.875.

Pos.	Car No.	Sec. Behind	Driver	Make	CLASS POSITION
1	88	0	McAfee, Jack	Porsche Sp	F
2	50	10	Miles, Ken	Porsche Sp	2
3	114	2L14	Schroeder, C.	Lotus Climax	1
4	8	16	Mitter, Dusty	Maserati	3
5	102	38	Nethercutt, J.	Lotus Climax	2
6	136	48	Biehl, John	Cooper Climax	3
7	49	50	Davis, John	Porsche Spy	4
8	44	4L63	Monise, Frank	Lotus Climax	4
9	152	5L40	Evans, Bill	Lotus Flat	1
10	66	47	Molle, Wm.	Fairchild Panhard	2
11	73	6L19	Peron, Perry	Abarth Zagato	3
12	46	20	Starbuck, Jim	Moretti	4
13	104	71	Wheeler, Bill	D B Panhard	3
14	90	148	Friedhauer, Bill	Aiken D2 VW	5
15	196	7L15	Dean, Harold	Panhard Sp.	6
16	24	11L15	Barker, Ed	Moretti	5

Did not finish—1 Walker Edmiston, Crosley, lost oil pressure, 4 laps; 25 Jim Chaffee, MG Sp., overheating; 83 Bill DeCreet, Wilmet, ran out of gas, 3rd lap, from finish; 131 Jim Parkinson, Ferry Renault, ran out of power; 160 Chuck Daigh, Cooper, broken rotor in mag; 221 John McLaughlin, Cooper, no oil running in 3 cylinders, plug wire came off.

RACE 12—Modified over 1500cc. Time 55:51. Laps 25. Fastest recorded lap: No. 59—2:12.4. Avg. 88.1 Miles 81.875.

Pos.	Car No.	Sec. Behind	Driver	Make	CLASS POSITION
1	59	0	Oker, Bob	Aston Martin	B
2	21	45	Ginther, Richie	Ferrari	C
3	11	72	von Neumann, J.	Ferrari TR	D
4	350	2L94	Miles, Ken	Lago Talbot	1
5	32	95	deCreet, Wm.	Aston Martin	2
6	23	3L23	Timanus, John	Lotus Climax S/C	1
7	146	47	Morgenson, Dick	Morgenson Sp.	3
8	149	63	Bondurant, Bob	TR2	3
9	53	98	Kessinger, C.	Maserati Spy	2
10	158	1L18	Duncan, G.	TR2	3
			Haworth, C.		

Did not finish—16 Lance Reventlow, Scarab, broke half shaft on turn 6; 98 Pete Woods, Maserati, sucked dirt into engine following spin into dirt on Turn 8, wiped out bearings; 141 Alex Budurin, Maverick Sp., seized engine.

Lack of space prevents running complete charts. Summary of other races appears elsewhere in this issue.

Compiled by the Long Beach MG Club Scoring Team

VON NEUMANN, McAFFEE SCORE

(Continued from Page 1)

art in a Panhard and Glenn St. Louis in a Renault followed in order to take the small bore loot.

The big bore modified race was a Ferrari duel from the start, but Richie Ginther soon gave up the ghost and Sammy Weiss proceeded to go into a series of spins that called for the black flag and a warning from the Chief Steward. This put the McAfee's RS Spyder in the second spot. About this time, Johnny von Neumann slipped on the

treacherous second turn and McAfee closed to 7 seconds behind the 3.0 Ferrari. In the 3rd and 4th spots were Sam Weiss and Fred Knoop, waging a duel of their own.

MORE CAUTIOUS

Von Neumann was more cautious after his turn 2 experience and kept the hard-driving McAfee a safe 10 seconds in arrears. Von Neumann and McAfee lapped the rest of the field and were followed by Sam Weiss in third

(Continued on Page 6, Col. 2)

Oker on Top At Riverside

(Continued from Cover Page)

years, 10 finishing in a field of 13 cars.

Oker averaged 88.1 mph for the 25-lapper around the 3.27-mile road course.

Lance Reventlow, in his Corvette-powered Scarab Mk. 1, won Saturday's main event, breaking both the records for lap speed and top speed down the straight in the process. Reventlow turned in one lap at 2:09.7 and roared through the timing traps at 169 mph. The previous records were 2:10 and 164-plus, set by Dan Gurney in a 4.9 Ferrari last November.

In Sunday's race Reventlow accelerated through Turn 1 in the lead, but began to have trouble with the differential. This slowed him down to 165 mph through the traps on the final lap. Leading the pack down the 6000-foot back straight on the second lap, the rear-end gave out completely and Reventlow coasted hairily around the banked Turn 9 and into the pits.

WOODS SPINS

Immediately behind Reventlow were Oker, Ginther, Von Neumann and Pete Woods fighting to take over the newly vacated first spot. Oker got through the turn first, with the other three trying to take the banking side by side. Woods, on the inside, lost Edgar's 4.5 Maserati completely and spun into the infield with a great show of flying dust and running flagmen.

This left Oker, Ginther and Von Neumann leading the race, with Woods trying fiercely to make up for lost time. The wild spin had thrown dirt into Woods' engine compartment and he retired on the 16th lap with sandy pistons.

With the nearest threat, Miles in the Talbot Lago G.P. car, two laps behind, the main dicing was in the fight for second place. First Ginther led, then Von Neumann, then Ginther again. Finally the heat in the closed cockpit of Von Neumann's Testa Rossa got too much for him. He roared past Ginther on the back straight, to show that he could easily do it, then made a fast pit stop to have the metal tonneau cover removed. Back on the course Von Neumann held an easy third, but had no chance to catch rapid Richie Ginther.

McAfee Wins

The under-1500cc main events were Jack McAfee's both days. Jack, the Bear, who had beaten Miles the last two races, at Pomona and Santa Barbara, showed that these wins had been no accidents by handily repeating (Continued on Page 6, Col. 3)

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DON ROYER, center, rallymaster, shakes hands with Dennis Chylinski, left, and Bob Blakely, winners of the Corvette Club's "Tourismo de Corvette" rally. The two received trophies at big Corvette meet turnout.

Various Rally Results

National FCCA Sleeping Bag II June 28-29 Don Dwyer, Rallymaster 96 Cars

NAVIGATIONAL CLASS (28 CARS)

Pos.	Driver	Navigator	Club	Car	Error
1.	Sandra Rosen	Bob Rosen	SFVFCCA	TR-3	1:52
2.	Gene McDonald	Dorothy McDonald	DSOC	A-H	2:02
3.	Norm Marchment	Jinx Marchment	DSOC	Ford A	2:06
4.	Stan Johnson	Al Sorenson	RWSCC	Alfa	2:50
5.	Ed Svendsen	Bob Petrie		MGTD	3:06
6.	Herb Schneider	Pete Kazin		MG	3:33
7.	Doug Lardie	Tom Lardie	SFVFCCA	TR-3	3:55
8.	Bette James	Ted Kenyon	SDSCC	Porsche	4:01
9.	Ken Tugge	Mary Tugge	WFCCA	TR-3	4:16
10.	Beth Alden	Les Alden		Jag	4:25

NON-NAVIGATIONAL CLASS (68 CARS)

1.	Harvey Schaub	Lucille Schaub	Ferrari	2:10	
2.	Dick Wolford	Mary Jo Wolford	LSOC	TR-3	2:27
3.	Frank Cunningham	Virginia Cunningham	JOC	Jag	2:56
4.	B. M. Chamblin	M. Chamblin			2:59
5.	Curt Fisher	Marilyn McCullagh	SCCA	MG A	3:42
6.	Bob Cole	Marie Cole	LBDSSC	MGTD	4:29
7.	Chick Beauregard	Dot Beauregard	LDDSSC	TR-3	4:44
8.	Janet Detrick	Don Detrick	SFVFCCA	VW	4:47
9.	Pat McCann	Jay Fuller		Jag	5:06
10.	Sidney White	Renee White		VW-Ghia	5:09

Santa Barbara FCCA Semana Nautica, VII July 5-6 Dick Brashear, Rallymaster 46 Cars

Pos.	Driver	Navigator	Club	Car	Error
1.	Bob Piercy	Larry Harris	SMFCCA	A-H	(Not Announced)
2.	Tom Higgins	Doug Deary	SMFCCA	Porsche	Announced
3.	Thayne Judd	SBarb FCCA	TR		
4.	Stan Johnson	Al Sorenson	RWSCC	Alfa	
5.	Ed Lynch	Al Nesbit	SMFCCA	Jag 2:4	

Volkswagen Leader; Hillman Takes Drop

Volkswagen maintained its tremendous lead in California foreign new passenger car registrations from January through April, 1958, according to Motor Registration News of Calif.

NEW IMPORTED PASSENGER CAR REGISTRATIONS

January through April, 1958			
	Calif. No.	No. So.	
1 Volkswagen	5532	2606	2926
2 Renault	1836	498	1338
3 Fiat	1239	481	758
4 Volvo	1154	350	804
5 Opel	1113	377	736
6 English Fords	912	449	463
7 Simca	889	574	315
8 Triumph	877	344	533
9 Hillman	888	362	
10 M.G.	847	299	548
11 Borgward	643	277	376
12 Morris	408	160	218
13 Vauxhall	359	154	205
14 Austin Healey	314	129	185
15 B.M.W.	313	112	201
16 Porsche	256	103	153
17 Jaguar	224	76	148
18 D.K.W.	213	69	144
19 Mercedes Benz	207	91	116
20 Goliath	182	83	68
21 Alfa-Romeo	97	45	52
22 Sunbeam Talbot	69	29	40
23 Austin	48	31	17
24 Citroen	38	7	31
25 Berkeley	32	11	21
26 Lloyd	32	23	9
27 Rover	21	14	7
28 Panhard Levassor	15	8	7
29 Rolls Royce	10	5	5
30 Lancia	8	3	6
31 Morgan	7	4	3
32 A.C.	5	2	3
33 Facel Vega	4	—	4
34 Isotta	4	2	2
Misc. (3 or less each)	19	5	14
TOTALS	18,786	7823	10,963

Published through courtesy of MOTOR REGISTRATION NEWS of California, Oakland 6.

RALLIES

JULY

12—Northrop RSCC "Sierra Rally V," an SCCSCC championship event. Starts 6 p.m. at the Northrop Facility, 500 East Orange Grove Ave., Anaheim. Fee \$5. Post Entries \$6. Info: Gordon Madison GE 1-4233.

13—Singer Owner's Club "Time Trial" — Two trial runs and two timed runs. 8 a.m. Long Beach Veterans' Memorial Stadium. Dash plaques. Fee \$1. Info: LU 7-4968.

12, 13—Redwood SCC CAL-ORE rally, a two-day two-stage combination Monte Carlo and navigational event. First day Monte Carlo to Medford, Ore. Second day navigational to end at Rogue Valley Country Club. Dash plaques. Contact Paul Roberts, Eureka, Calif.

20—Santa Monica FCCA "Rally Dior III," an SCCSCC open event. 5 hour navigational over paved roads. Stock or modified odometer classifications. Starts 7 a.m. at San Fernando Recreation Park. Fee \$5. Info: Betty Warren FR 2-7526.

26—Paramount Studio Club SCC "Goo Honig Hot Beach Rally"—2½ hour navigational type with picnic style dinner at finish. Starts 4:15 p.m. at Fox parking lot, 10201 West Pico Blvd. Info: Gene McGivern, 1133 Lillian Way, Apt. 8, Hollywood 38.

26, 27—El Camino Foreign Car Club, Inc. 15th Annual Santa Barbara County Fair Concours D'Elegance. Santa Maria, Calif. For info contact Hank Neigermann, Radio Station KSMA, Santa Maria.

AUGUST

3—Valley SCC—Six hour navigational rally. Starts 8 a.m. at Sears in the Valley. Fee \$8. Info: Dick Lovell ST 9-5760.

9—Long Beach Douglas SCC "Ken Farrar IV"—an SCCSCC championship event. Starts 7 a.m. at Harbor Blvd. & Katella Ave. near Disneyland in Anaheim. 10 hour navigational. Fee \$8. Post Entries \$6. Info: Bob Cole GA 3-9101.

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Rally 'Round

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The National FCCA had a most successful running of its second annual SLEEPING BAG rally. Rallymaster Don Dwyer reports that 96 cars, 68 of them running the non-navigational class, participated in the two-day event over the weekend of June 28-29, with sleeping a la bag at Greenhorn Mountain Camp near Lake Isabella Saturday night. Winners in the navigational class, Sandra and Bob Rosen of SFVCCA with their 1:52 error, were only 18 seconds better than non-navigational winners H. Schaub and L. Schaub with their 2:10.

Coming up this week is the SIERRA V, Northrop Recreation SCC's big event of the year, and the SCCSCC championship rally for July.

The whole Northrop club has worked to make this SIERRA even better than last year's, which, in our book was one of the most outstanding of last season. The one bit of advice which seeps from any conversation with a Northrop member these days is "Keep your eyes

closed. A club should not accept such a date from the council unless it is prepared to carry through on all phases with procedures to double check all important elements of the rally itself.

It is not enough for the rallymaster to wear out his car searching the back country for new and interesting routes to cover. It is not enough for the custodian of the club watches to spend many evenings synchronizing and adjusting to make sure they will stay reasonably close together for an eight or ten hour period. It is not enough for the trophy chairman to search the shelves of the trophy house for new ideas or for the publicity chairman to prepare attractive brochures. The whole thing has to be tied together, checked and double checked for errors of omission and commission before being offered to contestants as an open or championship rally. Rallyists have come to expect (because as a rule they get it) an open or championship rally to be perfect when it comes to clarity of instructions, accuracy of measurements and timing.

All this soap-box editorializing was occasioned by the two principal events run in Southern California last weekend. Santa Barbara FCCA offered its SEMANA NAUTICA VII, one of the oldest, most respected events as an SCCSCC open rally, while the Aztec Foreign and Sports Car Association presented its first annual EXCUSE MY DUST rally as a San

Diego Council championship event. Surely rallymasters Dick Brashear and Morris Kindig will be among the first to admit that there was considerable room for improvement in most of the important phases of their respective rallies. Perhaps the best lesson these rallymasters learned is the necessity to finish all preparation EARLY. Schedule everything out so the course several times after the final instructions are prepared so that any possibility of errors in spelling on signs, or course directions can be rectified before the day of the event. Usually it is practicable to use the rally as a club event prior to its presentation to the public. This is an excellent way to smooth out any rough spots and insure a happy group of contestants at the finish line. Above all, be SURE that mileage measurements and true time calculations are accurate. Failure in this department is the one thing guaranteed to cool the enthusiasm of any entrant.

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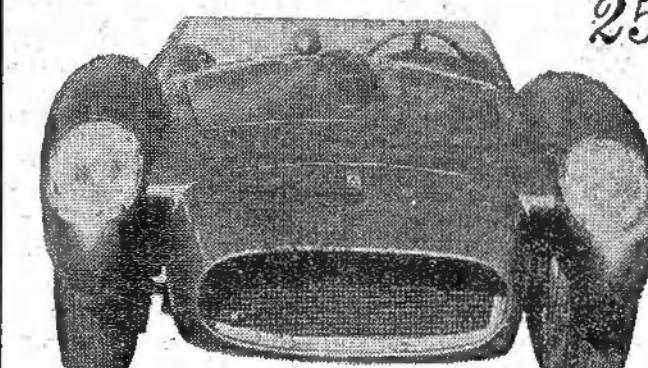
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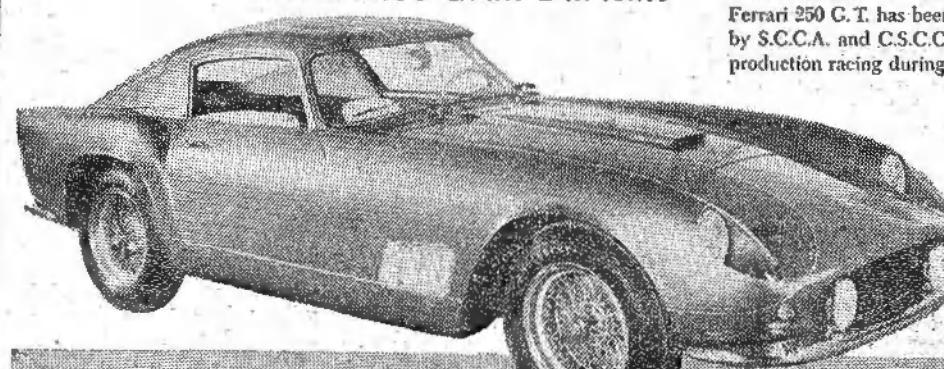
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San Francisco Newsletter

• Dear Gus

By Tom Wilson

INNKEEPERS BILK YAHOOOS; NEW CIRCUIT DUE

DEAR GUS:

From all appearances, the San Francisco Region of SCCA has got it made. With the Laguna Seca and Vaca Valley Raceways already a reality, now we get word that the California Raceway at San Carlos has been granted a use permit and come next spring they will stage their inaugural sports car race. The legal beagles inform us that nothing short of the Supreme Court can gum up the works from here in. This projected course has been a political football but now it appears that the promoters, Don Banks and Rod Carveth, have got it made.

The San Francisco Region will probably open their 1959 season with an airport race at Stockton, followed by regional races at Laguna Seca, Vaca Valley and California Raceways. If things get dull, airport races will be run at Minden-Gardnerville (near Lake Tahoe) and Tracy. With a National Rally and a hillclimb, the San Francisco group will have their hands full. National Races at Laguna Seca and Vaca Valley are set for next year and the dates are up for approval before the National Activities Committee.

NEVADA G. P.

The first weekend in August will witness a mass exodus from these parts, over the hump into Nevada, for the First Annual running of the Nevada Grand Prix. A 12 turn, 4.3 mile course on the Minden-Gardnerville Airport, south of Reno, will give the big iron a chance to get out and really stretch. There has been a shortage of 4.5 and 4.9 iron in these parts but this course should bring many of these cars out of the mothballs.

The twelve race program will be the usual regional race format with plenty of action for all classes of cars and drivers, including first time novices. The usual hectic social and financial program will be in effect, so try to make it Gus and we guarantee that it will make you well, at least financially. That is what they tell me, so I am passing it on to you for what it is worth.

SUCKER'S PARADISE?

Gus, I understand that some of the boys from SCRAPM were upset concerning some of our remarks regarding the recent Laguna Seca Races. As we said, there is nothing wrong with SCRAPM and their race organization, but the local gendarmes and the local inn and pub keepers need to change their view-

Carlsen Renault 'Tea-Cup' Winner

The Renault "Tea-Cup Derby" finals, sponsored by the John Green Corp., packed Gardena Stadium with spectators and finalists.

Robert Carlsen of Long Beach turned in the best mileage in a Renault Dauphine on one tea-cup (4 ozs.) of gasoline, to win a pair of all expense round trips to Paris via Pan-Am Polar Route. Carlsen's mileage was measured and it figured that he would have gone 80 miles on a gallon of gas.

Over 107 finalists competed in the elimination contest with Bill Creighton also winning a pair of round trip Pan-Am tickets to Paris.

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Oker, McAfee Post Victories

(Continued from Page 4)

the process on the long Riverside circuit.

In Saturday's race Miles finished third, behind McAfee and Chuck Daigh. Daigh, who had been banned by both the CSCC and the SCCA for pro driving last year, is now back in the good graces of the CSCC and drove Reventlow's Cooper-Climax. The car went into the pits early in Sunday's race. It will be remembered that the only time Miles and the RS Spyder were beaten during 1957, in a Sunday event, was by a Cooper-Climax, driven by Bob Drake.

GINTHER SCORES

The over-1500cc Production races belonged to Richie Ginther and the GT Ferrari 3-liter both days. Tony Settember took second on Saturday, with Andy Porterfield third, both in Corvettes. On Sunday vice versa, with no more than two seconds between them at the finish either day.

Don Dickey came down from Northern California and won the small production car race both days, beating Jimmy Moore by 4 seconds on Saturday and 29 seconds on Sunday. Dickey is now the leading driver in this class.

The Women's race was won by Josie (Von Neumann) McLoughlin as she took John's Testa Rossa through the traps at 148mph. In Sunday's race, Linda Scott took second on her first good mount on RS Spyder.

Course: 3.27 Miles
Race 1—Novice, all classes. 5 laps. Avg. 71.1—1. Richard Corbalan, Morgan-Son Spl.; 2. Vacek Polak, Porsche Spy.; 3. Jim Crank, Alfa. Class winners—C. Corbalan; O. Max Gordon, AH; E. Cliff Haworth, TR2; F. Polack; H. Walt Manzke, Crosley. Fastest lap, Corbalan, 2:32.

Race 2—M.G.s. 6 laps. Avg. 72.3—1. Robt. Scurlock, M.G.; 2. Ray Pickering, M.G.; 3. E. Forbes-Robinson, M.G. Under-1500cc, Jack Bleak, TF. Fastest lap, Scurlock, 2:35.

Race 3—Mod. under-1000cc, excl. M.G.s & prod. under-1500cc. 6 laps. Avg. 77.2—1. Don Dickey, Porsche Carrera; 2. Jimmy Moore, Porsche Carr.; 3. D. D. Michalemore, Porsche Spd. Carr.; F. D. McAlister; G. Bud McAbey, Panhard Spl.; H. Jim Parkinson, Ferry Renault. Fastest lap, Dickey, 2:32.

Race 4—Prod. over-1500cc. 6 laps. Avg. 80.8—1. Richie Ginther, Ferrari GT; 2. Tony Settember, Corvette; 3. Andy Porterfield, Corvette. B. Settember; D. Ginther; E. Bill Love, AC Bristol. Fastest lap, Ginther, 2:23.

Race 5—Women. 5 laps. Avg. 75.7—1. Jose McLoughlin, Ferrari Testa Rossa; 2. Mary McGee, Ferrari GT; 3. Barbara Windhorst, AH; E. Barbara Burhop, Corvette; D. McLoughlin; E. Cathi Cote, AC Bristol; F. Betty Shutes, Porsche Spy. Fastest lap, McLoughlin, 2:29.

Race 6—Mod. 1000-1500cc. 8 laps. Avg. 83.9—1. Jack McAfee, Porsche RS; 2. Chuck Daigh, Cooper Sp.; 3. Ken Miles, Porsche RS. F. McAfee; G. Frank Monise, Lotus; H. John McLoughlin, Cooper. Fastest lap, McAfee, 2:16.5.

Race 7—Mod. over 1500cc. 8 laps. Avg. 89.2—1. Lance Reventlow, Chevy Scarab; 2. Bob Oker, Aston Martin; 3. John von Neumann, Ferrari Testa Rossa; B. Reventlow; G. Oker; D. von Neumann; E. John Thiman, Lotus Climax; F. Ken Miles, Talbot Lago. Fastest lap, Reventlow, 2:09.7.

(Complete charts of other races elsewhere in this issue.)

Watch for Series by Touring Stewardess

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Myra's Clipboard

By Myra Jones

RIVERSIDE PIT GLEANINGS



up out on the course following his race. They were drivers who had "dead" cars.

When Max Gordon was trapped in his up-side-down AH coupe, he was questioned repeatedly by a worker as to his condition. Max repeatedly told him that he was OK. After assuring the man several times that he was OK, he said, "This is no time for a physical, get me out of here." Max is now a believer in roll bars, shoulder harness, safety belt and crash helmet. The car was badly squished but Max didn't even have a scratch and when we saw him about half an hour later he didn't even have the "shakes."

Bill Wheeler was having troubles with his DB Panhard, 104. He finished in race 10 but they couldn't get the car started for one in the women's race. There was no compression so figured they had burned out the valves. The Ferry Renault, 131, had a scratched place on its nose. The story goes that the trailer hitch broke and made the scratches. Ruth Doushkes was disappointed when her ride in Ray Pickering's car went up in smoke (lost valve in race 8) but was happy to get a ride in George Duncan's TR2 Devin. He was a real good sport and didn't even scold when she brought it in with a torn left side resulting from contact with the guard rail on 6. Bill Friedauer had fun driving around the course in his new ALKEN-bodied Volkswagen. He didn't set any speed records. Alexander Budurin had his car loaded and called to his crew, "Let's go, we have to be in Tucson tomorrow morning."

We had several cars that traveled considerable distances to compete. Donald Dickey, Alleghany, Calif.; Jimi Crank, Oakland; Alex Budurin, Tucson; Carlton Seal, Texas; Dick Morganson, Phoenix; George Rees and Mary McGee, Arizona; Stanley Sugarman, Scottsdale, Ariz.

One of the nicest group of people who follow the road races come from the San Diego area. There are drivers, mechanics, officials, friends and workers. Some of the drivers include Johnny Biehl, Scott Briley, Barbara Burhop, Klaus Bythiner, Ivan Cole, Max Gordon (flip-over Healey), Jack Millikan, Pat Patterson, Francis Luekel and Willie West. Can't think of the names of all the workers but a couple of the most active are Terry and Ed Boughton. Thanks for all of your support, pals!

We had 205 starters in the two days of racing, with a retirement of 38. That is still about 18%.

See you at Santa Barbara!

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From L. A. Examiner, July 6 - Deputies inspect the claws of a 400-pound bear. Two deputies took pot shots at him as they ran. Bullets missed, but frightened animal died of a heart attack.

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